



EDELBROCK HEADER - CATALOG #6510  
for 1996-1999 Pick-Up, 5.0L, 5.7L V8 CPI without A.I.R. &  
1996-1999 Suburban, Blazer, Tahoe, Jimmy, Yukon, 5.0L,  
5.7L CPI without A.I.R.  
INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before installing your Headers. If you have any questions or problems, please call our Technical Hotline at: 1-800-416-8628 from 7:00 am - 5:00 pm, Monday-Friday, Pacific Standard Time or e-mail us at edelbrock@edelbrock.com. Please fill out and mail your warranty card.

**HEADERS:** These components are designed to improve the exhaust efficiency of the GM C.P.I. (Central Port Injection) V8 engine. This system does not require welding for installation and retains all O.E.M. emissions equipment. These Edelbrock headers are street legal in all 50 states.

**SUGGESTED TOOLS FOR INSTALLATION:** This vehicle has metric fasteners.

- ☐ 3/8" ratchet socket set with extensions and universal 13mm and 15mm swivel sockets
- ☐ Combination set of open-end wrenches
- ☐ Jackstands, screwdrivers, pliers, crescent wrench, etc.
- ☐ Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)

**SPECIAL NOTICE:** This Edelbrock part has received an Executive Order (E.O. #) from the California Air Resources Board (C.A.R.B.) making it legal for street use on pollution-controlled motor vehicles in all 50 states. To assist you with emissions equipment certification, we have included a silver fan shroud decal to help testing personnel verify that this part is a legal replacement part on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed to your fan shroud next to the existing emission and engine specification decal. Do not cover your original equipment specification decal with the Edelbrock fan shroud decal.

**WARNING:** *The use of "Thermal Wrap" or any aftermarket coating process will void the warranty on your headers. Those products can cause excessive heat and moisture buildup resulting in corrosion and early failure of the system.*

**NOTE:** *High temperature spark plug wires and boots are recommended to withstand heat from Headers.*

#### DISASSEMBLY

1. Disconnect negative battery cable.
2. Raise vehicle and disconnect O2 sensors.
3. Unbolt stock exhaust pipes from manifolds.

#### Right Side

1. Remove air intake assembly.
2. Disconnect spark plug wires from spark plugs.
3. Unbolt dip stick tube.
4. Unbolt and remove manifold.
5. Install flange gasket and header from top. Install header bolts, lock washers, and thick flat washers supplied, ensure proper alignment and tighten bolts.

**NOTE:** Thick washers are to be used on slotted holes of port flange.

6. Re-install spark plug wires.
7. Re-fasten dip stick tube using spacer and bolt supplied in kit (if needed).
8. Re-install air intake assembly.
9. With wire ties, route any hoses, wires or lines away from headers as necessary.

## Left Side

1. Disconnect spark plug wires from spark plugs.
2. Disconnect E.G.R. tube from rear of manifold. (Stock E.G.R. adapter fitting will be re-used.)
3. Disconnect temperature sensor wire.
4. Unbolt and remove manifold from top side.
5. Install flange gasket and one 3/8"-16 x 1" bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept Header).
6. Install left side Header from top side.
7. Install all bolts and washers on left side (do not tighten at this time).  
NOTE: Thick washers are to be used on slotted holes of port flange.
8. Re-install E.G.R. tube to header using stock adapter.
9. Align all parts and tighten left side flange bolts at this time.
10. Re-install spark plug wires.
11. Re-install temperature sensor wire to temperature sensor.

## ASSEMBLY OF EXHAUST PIPE

1. Using supplied hardware and new donut gaskets on both sides, re-attach the factory extension pipes to the headers, and tighten bolts evenly to ensure a tight seal.
2. Re-connect O2 sensors. Route O2 sensor wire from loom to O2 sensors away from exhaust components.

## FINAL INSPECTION

1. Check all lines (hydraulic, vacuum, air conditioning and fuel) to ensure there is adequate clearance to headers.
2. Re-connect battery.
3. At this point, it is a good idea to look everything over and make sure that nothing was missed in assembly.
4. Start vehicle and bring up to normal operating temperature. Check for possible leaks.
5. Turn engine off and let cool. Tighten all bolts again.

## HARDWARE SUPPLIED

<u>Qty.</u>	<u>Description</u>
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- |                             |                            |
|-----------------------------|----------------------------|
| <input type="checkbox"/> 1  | #25-9157 Header left side  |
| <input type="checkbox"/> 1  | #25-9158 Header right side |
| <input type="checkbox"/> 12 | Hex header bolts           |
| <input type="checkbox"/> 2  | Port gaskets               |
| <input type="checkbox"/> 2  | Donut gaskets              |
| <input type="checkbox"/> 6  | 3/8" Hex capscrews         |
| <input type="checkbox"/> 18 | 3/8" Lock washers          |

<u>Qty.</u>	<u>Description</u>
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- |                            |  |
|----------------------------|--|
| <input type="checkbox"/> 6 | 3/8" Flat washers                                  |
| <input type="checkbox"/> 1 | 1/4 Hex capscrew                                   |
| <input type="checkbox"/> 4 | Hardened washers (for header flange slotted holes) |
| <input type="checkbox"/> 6 | 3/8" Hex nuts                                      |
| <input type="checkbox"/> 1 | 3/8" O.D. spacer                                   |
| <input type="checkbox"/> 3 | Wire ties  |

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